

Montana and the sky



Department of Transportation - Aeronautics Division

Vol. 41, No. 10

October 1991

Yellowstone fly-in

By: Mike Ferguson, Administrator

The Aeronautics Division sponsored its annual Labor Day/Density Altitude Clinic fly-in at the Yellowstone Airport, West Yellowstone, Montana, August 30 - September 2. The weather was absolutely beautiful the entire weekend, although the early mornings were a bit brisk. The campground portable shower actually had ice in it on Saturday morning.

Fred Hasskamp conducted a density altitude clinic that was informative, especially for those who were flying in and out of the Yellowstone Airport for the first time. The elevation at the Yellowstone Airport is 6,644 feet, which can and has been a problem for aircraft departing at gross weight on hot summer days.

The U.S. Forest Service has a Smoke Jumper and Fire Retardant Base on the Yellowstone Airport. Greg Anderson, USFS Jump Base Commander, arranged a tour of the facilities, which was very educational and entertaining to the pilots, their families and friends.

Dave Powell, Yellowstone Airport cafe operator, grilled steaks and prepared all the trimmings. Dave also prepared the fly-away pancake breakfast.

The airport tenants generously contributed prizes for the evening awards program.

This was intended to be a "laid back" fly-in and give the pilots and their families

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Governor Stephens proclaims Aviation Education Week

State of Montana

Proclamation

WHEREAS, the National Association of State Aviation Officials urges all Americans to be aware of the importance of aviation education; and

WHEREAS, the NASAO Education Steering Committee met in Oshkosh, Wisconsin on July 28, 1991 to discuss aviation education programs in the states, and at the at time decided to designate the week of October 6-12, 1991 as Aviation Education Week; and

WHEREAS, air travel enables people to explore many far away lands and experience different cultures and climates and brings the world closer together; and

WHEREAS, travel by plane is a convenient way for peoples to conduct business from many different locations quickly; and

WHEREAS, airplanes play an important role in maintaining our nation's safety and securing a strong defense in times of war; and

WHEREAS, aviation is important to the economic development of the State of Montana and the growth and viability of aviation is expected to continue.

NOW, THEREFORE, I, STAN STEPHENS, Governor of the State of Montana, do hereby proclaim the week of October 6-12, 1991 as

AVIATION EDUCATION WEEK

in Montana and urge all our citizens to join me in recognizing the important role that aviation plays in modern society.



IN WITNESS WHEREOF, I have hereunto set my hand and caused the GREAT SEAL OF THE STATE OF MONTANA to be affixed. DONE at the City of Helena, the Capital, this thirtieth day of September, in the year of our LORD, one thousand nine hundred and ninety-one.

ATTEST:

MIKE COONEY
Secretary of State

STAN STEPHENS
Governor of Montana

Administrator's column

EPA announces great news to piston engine aircraft owners: The Environmental Protection Agency has determined that piston aircraft engines are not to be included in the Clean Air Act ban on piston engines requiring leaded fuel. The EPA noted the Senate version of the bill specifically excluded aircraft from the non-road category and even though the House version did not specifically exclude aircraft piston engines, their fact sheets actually exclude the aircraft piston engines. Although this ruling comes as good news, the problem of future availability of leaded aircraft fuels remains very much in doubt. Aircraft burn such a small percentage of the leaded fuel that oil companies simply may not be able to afford to continue producing it solely for aircraft after the 1996 deadline, when they must discontinue its use in motor vehicles. The aviation industry must come up with an alternate lead-free fuel.

☆☆☆☆☆

FAA extends annual flight review deadline: For the second time, the FAA extended the compliance deadline for pilots with under 400 hours of flight time and non-instrument rated pilots to take an annual flight review consisting of one hour of flight and one hour of ground instruction. The FAA extended the compliance date until August 31, 1993. Both the Aircraft Owners and Pilots Association (AOPA) and the Experimental Aircraft Association (EAA) petitioned the FAA to drop the requirement—questioning the data used to justify the rule. The FAA responded by working on a new rule-making project, agreeing that the information they originally relied on “may have been insufficient.”

☆☆☆☆☆

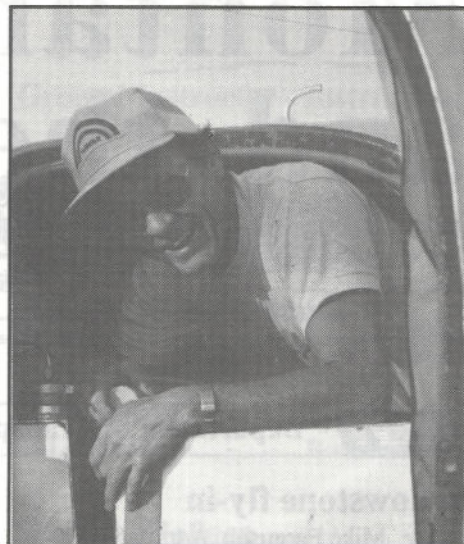
FAA exempts certain Part 135 operators from drug rule: The FAA announced it will exempt operators from the drug testing rule who are engaged solely in student instruction, aerial operations, sight-seeing flights in hot air balloons, training flights, ferry flights, nonstop sight-seeing flights, parachute jump flights, Part 133 helicopter operations and helicopter flights conducted within a 25-mile radius of the airport.

☆☆☆☆☆

Aviation users trust fund exceeds \$15 billion: The Aviation Users Trust Fund administered by the FAA reached \$15,399,144,704.69, as of June 30, 1991. This is not all surplus money, as nearly one-half is committed to eligible projects and FAA operations.

☆☆☆☆☆

Big Sky Airlines expands service: The Essential Air Service Office of the U.S. Department of Transportation has approved enhancement of the essential air service program in Montana and North Dakota served by Big Sky Airlines. The cities of Sidney, Williston, and Bismarck will receive one extra round trip on Saturdays from Billings. This service will be served by an 18-passenger, pressurized prop jet aircraft. The cities of Wolf Point and Glasgow will have one round trip service from Billings per day, which is now provided by an 8-passenger, non-pressurized piston engine aircraft, but will be replaced by an 18-passenger pressurized prop jet. These cities will have all pressurized prop jet service. Big Sky Airlines President Terry Marshall stated they tentatively plan to begin this new service by Thanksgiving. ♦



Montana and the Sky

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John Rothwell, Director

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of the

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Pictured from left to right: Denny Lynch, Bob Palmersheim, Timothy Maurer, Director Blue Chip Enterprise Initiative, Rich Palmersheim, Mareita Palmersheim, and Loretta Lynch.

Lynch Flying Service received Blue Chip Enterprise Award

Connecticut Mutual Life Insurance Company, the U.S. Chamber of Commerce and Nation's Business honored Lynch Flying Service, Inc. of Billings for demonstrating the highest level of leadership, by naming the company a recipient of this year's Blue Chip Enterprise Award during a regional luncheon held at Salt Lake City.

Over 800 small businesses representing all segments of the economy participated in the Initiative's Blue Chip Enterprise Award program by describing how they best utilized their resources to overcome challenges and emerge stronger. Of the 800 small businesses participating in the Blue Chip Enterprise activity, four were selected from Montana. Over 700 Chambers of Commerce participated in the Initiative, and nearly 200 preeminent small business experts from around the country were involved as judges at the state and national levels.

Lynch Flying Service, Inc. is a full-service general aviation center established in 1940. ♦

Meetings held in Helena

The Montana Aviation Trades Association Board of Directors conducted a meeting on September 27, and the Aviation Organizations of Montana (AOM) held a meeting September 28. Both meetings were in Helena at the Montana Aeronautics Division building.

AOM discussed plans for the upcoming Montana Aviation Conference, February 27 - 29, 1992, in Bozeman. Other items of discussion included the Speakers Bureau being formed by AOM and 1993 funding legislation for the Montana Aeronautics Division.

A brochure describing AOM, its purpose and functions has been completed and is ready for distribution. Brochures will be distributed to each member organization through its AOM representative. Copies are also available at the office of the Montana Aeronautics Division.

The next AOM meeting is scheduled for November 16 in Helena. ♦

Calendar

Oct. 4 - 6 - *Montana Flying Farmers Convention, Copper King Inn, Butte.*

Oct. 10 - 11 - *Montana Aeronautics board meeting, Helena.*

Oct. 10 - 12 - *Intercollegiate Safety & Education Flying Competition, Billings.*

Oct. 18 - 19 - *Big Sky Wing of OX5 Aviation Pioneers, Stardust Motor Lodge, Idaho Falls, 208-522-2910.*

Nov. 16 - *AOM Board Meeting, Helena.*

Dec. 7 - *50th Anniversary Confederate Air Force moves to Midland, Texas.*

Jan. 16 - 17, 1992 - *16th Annual Aerospace Education Symposium, USAF Academy, CO.*

Feb. 7 - 9, 1992 - *Flight Instructor Refresher Clinic (FIRC), Helena.*

Feb. 26 - 29, 1992 - *Montana Aviation Conference, Bozeman. ♦*

Van De Riet flight scholarship

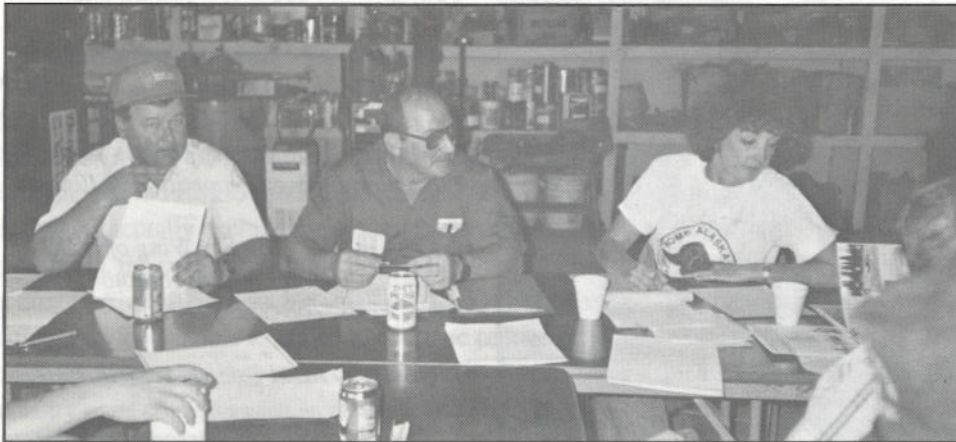
January 31, 1992, is the deadline for applications for the \$200 Van De Riet Flight Scholarship. The scholarship will be presented during the 1992 Montana Aviation Conference in Bozeman.

The scholarship was established as a memorial to Jack Van De Riet by his wife Ruth. It is to be used to help defray costs of flight instruction.

Award of the scholarship will be based on applications by a letter explaining the reasons for applying and outlining outstanding achievements, future career goals and past aviation experience. Letters of application should be sent to: Montana Aeronautics Division, PO Box 5178, Helena, Montana, or call Fred Hasskamp at 444-2506 for more information.

This will be the last year for the Van De Riet Scholarship, which has been awarded for the past ten years. ♦

MPA fall fly-in



The Montana Pilots Association (MPA) held its annual fall fly-in, September 6-8 at the Beacon Star Antique Airfield near Lewistown. Pictured during the MPA Board of Directors meeting are Pete Pederson, MPA Aeronautics Board Representative; Lisle Wood, MPA State President; and Vicki Beck, MPA State Treasurer.



Jim Cooney, Accident Prevention Program Manager, Federal Aviation Administration, presented a flight safety program.



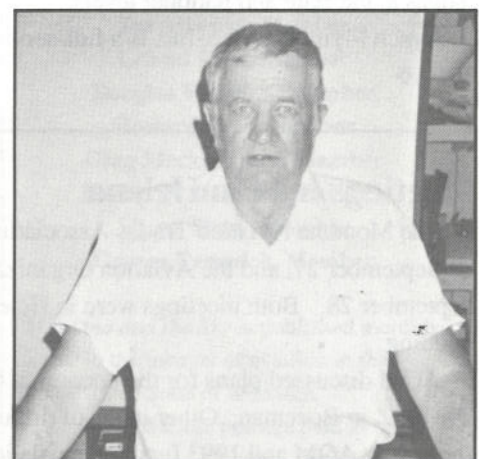
These happy gentlemen were in charge of whipping up pancakes, fried eggs, and sausage. Chefs include Bob Lipscomb, President, Glasgow MPA Hangar; Frank Bass, President, Central MPA Hangar; and Lanny Hansen, Glasgow.



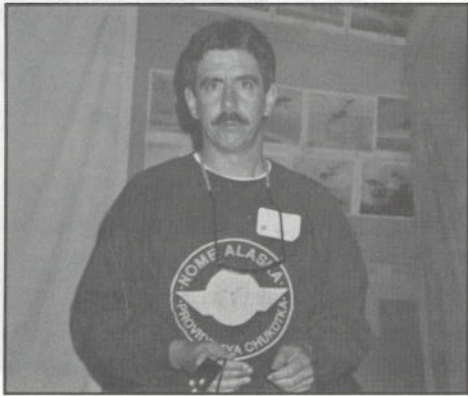
Several programs and presentations were offered during the event.



This group of talented pilots provided entertainment for a dance and social on Saturday evening. Pictured are LaLonnie and Larry Larson and Willard and Carol Ferch.



Willy Rimby, Lewistown, treated attendees to a program designed for those who are not A & P mechanics. An interesting and educational presentation, "The Care and Feeding of Your GA Airplane" gave helpful information regarding what can and should be done beyond each pre-flight inspection.



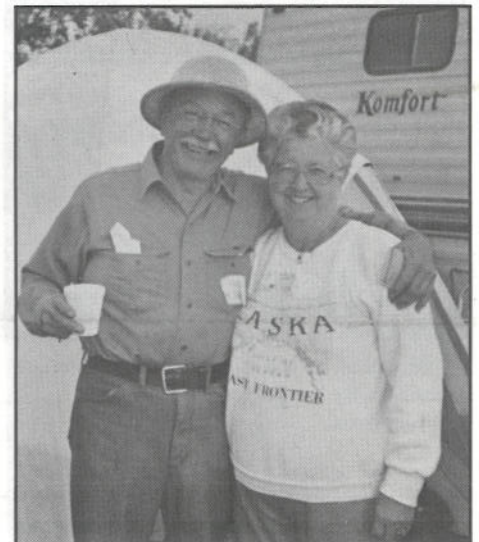
Dave Gates presented a slide program on the Montana pilots air tour to the Soviet Union. Ted and Vicki Beck, Bob Rutherford, Loren Smith, and Lorrie Redmond were the other Montana pilots who joined the Alaska Airman Association pilots on the tour.



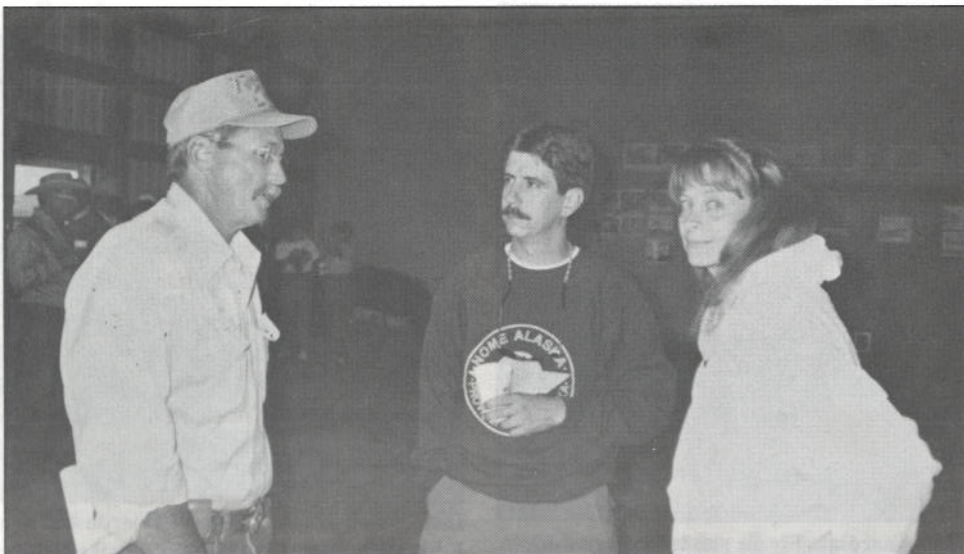
Karen Laythrup and Ray Hollandsworth arrive in his homebuilt Christen Eagle II.



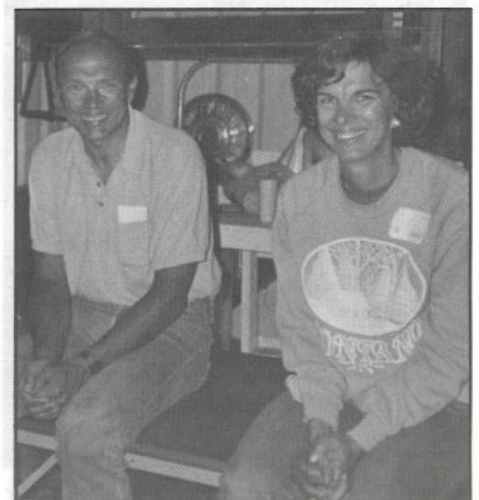
Marilyn and Mike Strand and Leona and Dick Strouf enjoy the music and share a laugh.



Our good friends Gorvan and Dorothy LeDuc.



Dan Todd, former Chairman of the National Transportation Safety Board, and now a Montana rancher, chats with Dave Gates and Lorrie Redmond.



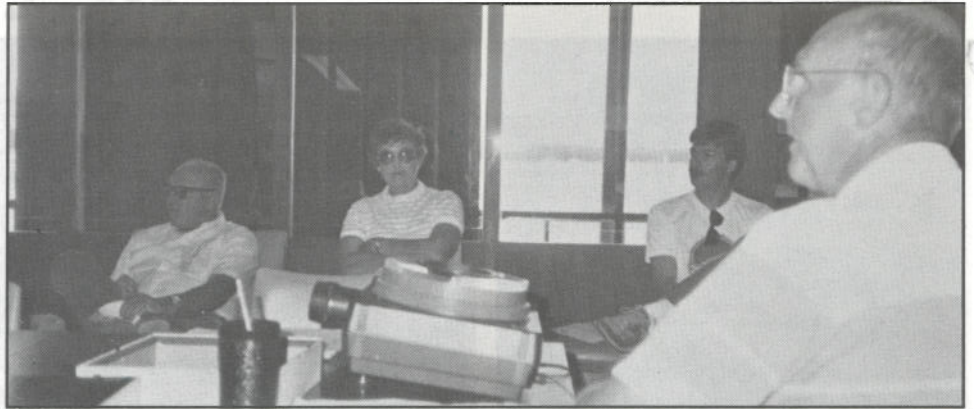
John Sheffels and Marilyn Brasch wait for the music to begin.

More West Yellowstone memories

continued from page 1

and friends ample time to tour Yellowstone Park, shop in West Yellowstone or just relax and visit with old and new friends. It seems like this is appropriate for Labor Day and a nice way to end the summer fly-in season.

I'd like to take this opportunity to thank all of the Yellowstone airport staff and tenants, as well as the USFS folks who contributed their time and money to make our annual Labor Day/Density Altitude Clinic and Fly-in such a success. ♦



Fred Hasskamp, Safety and Education Bureau Chief, presents a density altitude clinic during the fly-in.



Sam Shelhamer tries out the fire protection tents used by the Forest Service while fighting fires.



Bob Dunton, Smoke Jumper Captain, and Pat Rasmussen, Smoke Jumper King Air Captain, explain the procedures followed when a fire call is received.



Bob Dunton assists Jamie Shelhamer in "suiting up" for a fire.

Anaconda fly-in



Larry Larson was the successful pilot in the spot landing competition. He received his award from Lisle Wood, MPA State President.



The Anaconda Fly-In was held August 17-18. Folks turned out to enjoy great food, activities and friends.



Lisle Wood presents Everett Wierda and son Eddy with their prize for winning the flour bombing contest. Way to go guys!

Bowman Field dedicated

Approximately 150 people attended the dedication of Bowman Field in Anaconda. Folks heard speeches and watched with delight as pilot Jon Bowman swooped overhead in his Italian jet.

E. J. Bowman, Jon's father, came to Montana around the turn of the century and settled in Anaconda. He purchased land on Georgetown Lake and developed a summer home now known as Bowman Camp. E.J.'s son, Jack, continues to spend his summers in Anaconda, and his other son, Jon, an accomplished pilot, visits the area several times during the year—generally flying into the local airport.

When Jack and Jon learned of plans to improve the airfield, they decided to contribute financially to the effort. It was in recognition of that contribution that the facility has been formally renamed Bowman Field.

The main speaker was Anaconda native, Tim McLean of Butte, a retired major general. He told the gathering the



project was a success because of community spirit and foresight.

City-County Manager Gene Vuckovich served as master of ceremonies and read letters of congratulations from Sen. Max Baucus, Rep. Pat Williams and Gov. Stan Stephens.

Others in attendance included Secretary of State Mike Cooney, City-County Commission Chairman Audrey Aspholm, Rev. John Allen and Mike Ferguson,

Administrator, Montana Aeronautics Division.

The project received a \$980,000 Federal Aviation Administration grant and a local match made up almost entirely of contributions by individuals and businesses. ♦

Cold weather operations

By: Fred Hasskamp, Chief Safety/Education Bureau

Like it or not, here it comes—winter that is. Unless you are one of the few who migrate south with the birds for a few months.

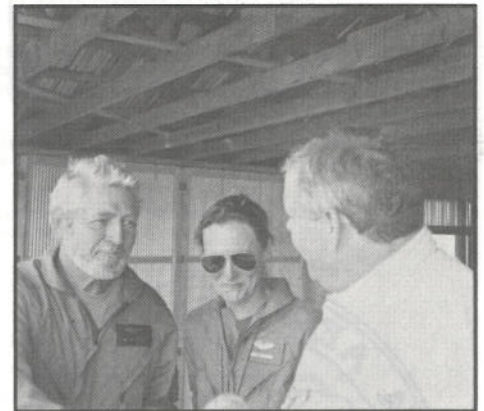
Freezing temperatures bring ice and snow along with a multitude of problems for the aircraft operator.

A check of the owners handbook enables you to follow the manufacturer's recommendations when winterizing your aircraft and will help insure safe operation.

The following items may need attention and are common to most GA aircraft: winterization kits; proper oils and lubricants; inspect exhaust system/cabin heater for leaks; electrical system and battery; wheel pants can collect slush which can freeze, preventing a wheel from turning; fuel system (water in fuel lines can freeze causing blockage or even rupture a line or freeze a fuel selector valve). Consider using approved anti-ice fuel additives when conditions warrant.

Assuming you have a properly maintained aircraft, there are a few other things you must keep in mind. Pilots should be aware that winter presents a new set of operational conditions. Ice and snow on runways can make braking all but useless. Takeoff rolls may be longer depending on how much snow is on the runway, and landing may require even more runway depending on braking action. Cross winds may create more directional control problems on icy runways.

Ice and snow on the airframe is another problem when aircraft are not hangared. Even the smallest amount of frost, ice or snow will decrease the amount of lift a wing can generate and will affect the control surfaces and resultant control of the aircraft. It is extremely important that all ice, frost and snow be removed from an aircraft before flight. Over the years the number of takeoff accidents resulting from frost, ice or snow on wings or tail is alarming. Remember they aren't building many new aircraft these days—lets keep what we have flying! ♦



Mr. and Mrs. Jon Bowman pictured with Jim Stewart, Chairman of the Airport Board of Directors.



Airport Manager Louis Mertzg was acknowledged for the superb job he did in keeping the work on schedule and his overall efforts in making the project a success.

FAA issues certificates

Private

Zack Anderson	Bigfork
Jon Appelt	Missoula
Dean Braunbeck	Lewistown
Williams Burns	Cut Bank
Richard Dowlin	Billings
David Gould	Lakeside
William Hicks	Malta
John Huntley	Baker
Frank Jasper	Bigfork
Robert Knudson	Missoula
Kerry Laduke	Livingston
Karen Mahar	Hamilton
Douglas McLean	Kalispell
Molly McNaghan	Miles City
James Nyquist	Bozeman
David Pierce	Great Falls
Paul Ray	Sheridan
Wilbur Reid	Poplar
Kenneth Torgerson	Somers
Daron Wilson	Marion
Robert Yurkovick	Great Falls

Instrument

Thomas Bick	Billings
Todd Breum	Havre
Trenton Jones	Whitehall
John Richardson	Billings

Certified Flight Instructor

Harold Halliburton	Helena
Kim Mongeon	Great Falls

Certified Flight Instructor - Instrument

William Morse	Harlowton
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Certified Flight Instructor (Renew)

Robert Anderson	Billings
Kenneth Byers	Kalispell
Daniel Gliko	Belt
Scott Gliko	Great Falls
Jeffrey Jacobson	Great Falls
Paul Soderlind	Fishtail

Ground Instructor - Instrument

Thomas Dewitt	Great Falls
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Balloon

Brad Culver	Clancy
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Student

Steve Ard	Belgrade
William Ard	Bozeman
Leo Devries	Bozeman

Student - Balloon

Haydn Hedrick	Great Falls
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